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1-6. (CANCELED)

7. (CURRENTLY AMENDED) The method according to claim [[6]] 13, further ←  
comprising the step of using the brake holding mode to both control a valve by way of  
a digital output and generate a CAN-signal (10).

8. (CURRENTLY AMENDED) The method according to claim [[6]] 13, further ←  
comprising the step of determining a characteristic value by a transmission control unit  
(8), which deactivates the brake holding mode in accordance with specifics of the  
vehicle and only releasing the brake holding mode if the clutch can attain the sufficient  
takeover torque.

9. (PREVIOUSLY PRESENTED) A method for preventing a stationary vehicle  
from unintentionally rolling, the method comprising the steps of:

creating a holding mode by activation of a brake pedal (1) of a brake (11);

releasing the holding mode upon sufficient displacement of a clutch which  
is a determinant for actual takeover torque of the clutch; and,

upon deactivation of a brake pedal (1) and in an event that the clutch does  
not provide the takeover torque and the brake pedal is not reactivated, deactivating the  
holding mode, after a timing delay, for a predetermined time period to provide a warning  
to a driver of the vehicle that a parking brake is not set.

10. (PREVIOUSLY PRESENTED) The method according to claim 9, further  
comprising the step of using the holding mode to both control a valve by way of a digital  
output and generate a CAN-signal (10).

11. (PREVIOUSLY PRESENTED) The method according to claim 9, further  
comprising the step of determining a characteristic value by a transmission control unit  
(8) which deactivates the holding mode, in accordance with specifics of the vehicle, and  
only releasing the holding mode if the clutch can attain the sufficient takeover torque.

12. (CANCELED)

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13. (NEW) A method of preventing unintentional rolling of a stationary vehicle having an automated transmission and a clutch, the method comprising the steps of:  
activating a brake pedal, when the vehicle is stationary and the transmission is not in a neutral position, and

in response to activation of the brake pedal, activating a brake holding mode to maintain the vehicle stationary,

deactivating the brake pedal,

determining a displacement of the clutch wherein the displacement of the clutch is determinative of a torque transmitted through the clutch, and

when the clutch displacement indicates that the torque transmitted through the clutch is at least a takeover torque which is sufficient to prevent rolling of the vehicle, deactivating the brake holding mode, and

when the clutch displacement indicates that the torque transmitted through the clutch is less than the takeover torque, and the brake pedal is not reactivated within a timing delay period after the activation of the brake pedal, deactivating the brake holding mode for a predetermined time period which permits a rolling of the vehicle during the predetermined time period.